



1999-1



New Member Jack Youngblut of , Kitchener, Ontario, Canada, Sent in a few photos of his work. He also sent in a tip on a working stand he designed and built. That will be found inside this issue along with some more photos of his excellent work.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical arts of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.



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There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

The Bottle Shipwright

Volume 17 Number 1.

Associate Officers		Editorial Personnel
JACK HINKLEY	President	FROM THE PRESIDENT
FRANK SKURKA	Vice-President	FROM THE EDITOR
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RAY HANDWERKER	Deals/Fudges	
ON THE COVER: Jack Youngblist's working stand with work in progress		BACK COVER: Photos from C.L. Don Bradiey

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THAT IS ALL!

HIT THE BOTTLE *Jack*!

Send Material for the Editor to ---
5075 Preport Drive, Spring Hill, FL 34606

Ray Handwerker

Well here I sit for the thirty third time trying to come up with some words of wisdom. At the start of my ninth year as your editor, you would think that I should have this down to a science. Guess again. This is the hardest part of each issue.

One thing though, if any of you living within a reasonable of Mystic Seaport, could give Frank Skurka some assistance, we would greatly appreciate it. Just drop him a line if you can take some of the load off his shoulders. His address is 2447 Aron Drive North, Seaford, New York, 11783. It might mean checking out the local hotels and motels, public transportation, etc. Frank has a lot to do with the proposal for the museum and helping with the new grand children. So any help would be appreciated.



Now-Int's refill those bottles.

WELCOME ABOARD NEW MEMBERS.

David S. Crooks, P.O. Box 166 Clerendon Hills, Ill. 60514.
Ross Franklin Swings, 716 Harrington, N.S.W. 2427, Australia.
Dave Gardner, 2611 Westminster Pl., Costa Mesa, Ca. 92627.
Gerald Harting, 46 Carter Dr., Framingham, Ma. 01701-3043.
Nellie M. Mengel, 8385 3rd. St., Cuyahoga Falls, Oh. 44221.
Roland Nulius, 37 Harry-Allen Dr., Dartmouth, Nova Scotia, Canada, B2W-5Z9.
John Pezzino, 964 Pacific St., Baldwin, N.Y. 11510.
Joseph E. Register, 702 Bluestone Rd., Beckley, W.V. 25801.

ADDRESS CHANGES.

George B. Appleford, 18635 Caminito Cantilena Apt 102, San Diego, Ca. 92128.
Robert Hults, 4768 Alfred St. Cocos, Fl. 32927.
Clyde Kaudvar, 50 Lone Pine Ave., Pine Harbor, Fl. 34683-7155.
{ welcome back aboard Clyde. }
Ralph W. Preston, 1544 Pond Rd., Hinesburg, Vt. 05461.
If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

Here's some more Spindrift by Frank Skurka. (I didn't have room on the other page).

If you need to draw circles and do not have a draftsman's template, use coins (U.S. money). Use a sharp pencil or a fine line pen. The diameters are: Half Dollar-1 $\frac{1}{4}$ ", Quarter-15/16", Nickel- 7/8", Dime 23/32" and a Penny-3/4".



Bill Johnston, Editor of "Chips & Quips" the news letter of the Penna. Delaware Valley Wood Carvers Association. Sent in this photo of his answer to the club project, which was to carve a belt buckle. Nice Job Chuck Bill. Bill also sent a \$10 to the New Governor of Minnesota Jesse Ventura (an old Navy man) It was very much appreciated.
Thanks Bill, will send you those forms.

6P FIRE BOAT

Purpose To fight fires in shallow water around piers, berths and docks; on water firefighting operations.

Capacity 1600 gallons foam (65,000 lbs)

Fire pump capacity 3000 gpm @ 120 psi
Crew 2000 gpm @ 250 psi
Length overall 61'-1-1/4"

Beam 16'-1-1/4" (over bow)

Draft 4'-0" loaded

Fuel load displacement 36,700 lbs
Light displacement 66,100 lbs

Hull material Ballasting

Construction V bottom, wood

Speed 14 knots at full load displacement

Fuel capacity 600 gallons

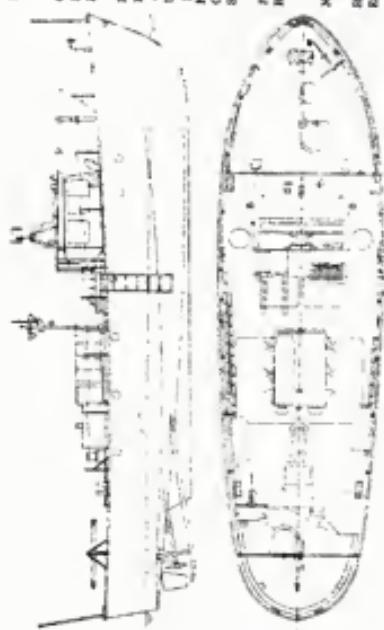
Range 150 nautical miles at full power and full load

Navigation

Building No. Fireboat-16-1847146
Block No. Seven astern and
Rigging details 2 Boreels, Gravels
Motors 1280PTT, 600
HP ratio at 1,150
T.p.m. 24 v.d.c.
Electrical system.

Prod. Block No. 88115-148-1223(CM) &
88115-148-1224(CM)

Propellers 14x16" D by 12" P by
2-3/4" (4) bear, 1 ph
rotation, 1 lb rotation



SPINDRIFT BY F. J. SKURKA

Occasioned by the visit of my Grand children , I had the opportunity to watch on television , " The Antiques Roadshow - Kid Collectors " , hosted by the TV personality Chris Jusseel and his 13 year old co-host , Joanna Mason , in Richmond Virginia . Shown on PBS stations , this show is a production of WGBH Boston and the WGBH educational Foundation . In this program they showed antique dolls , the signs , needle work , toasters , fans , teddy bears and all sorts of antiques . The show format is to have a youngster show his prize , tell what he knows about it , then have an expert appraiser explain the history of the piece and then tell it's value .

A young boy displayed a ship in a bottle and said it belonged to his Grandfather . This ship was a three masted vessel in an old " Haig & Haig " pinch bottle with an early metal spring clamp cap . The hull was about 2&1/2 " -3" long , set in " city " , the mast being hinged in the usual manner . The bottle also had a small boat along side and a lighthouse on a sand bar I suspect the " clay " was probably putty which was colored with paint or prussian blue , as the inside was cloudy ; this condition is typical of these old " sailor models " , as the putty contains linseed oil which vaporizes and coats the interior bottle surfaces .

The appraiser commented to the effect that : " the bottle was an early " Haig & Haig " scotch bottle as indicated by the metal snap cap and that this model was built around 1920 . The model is valuable because it's in a scotch bottle , and some collectors only collect scotch bottle models . This " Folk art " (that term again ! my comment) was begun in the Orient around 1780-90 and that they developed the tools to insert the model and erect the masts , sails and rigging . This is a " good " model and lots of collectors would pay \$ 800.-900.00 for this model , earlier models are worth thousands of dollars " .

I had no luck in trying to track down the appraiser , so I could verify his information .

The Zuma tool company of Bethel , Connecticut , 06801 . Produces a fine spiral hand drill #37-160 which weighs only three-quarters of an ounce . This metal plated tool , is an archimedean style drill for use with small wire sized drills from # 80 to # 70 . Pushing the small knurled ring down , rotates the drill and the spring return makes drilling easier and faster . The retail cost is \$ 9.95 . Check your local hobby store .

The Edrey Products Company of Nyack , New York . Have produced top notch vision aids for over 25 years and the opticaid (TM) , designed for close-up , hands off work , for eye glass wearers is one of the best magnifiers of its type . This USA made visual aid is made of a hard coated , scratch-resistant , ophthalmic quality magnifying lens , measuring 3" x 1&1/16" x 1/8" and is in the regular standard form or in bi-focal configuration . Weighing 1/2 ounce and coming in either a spring clip type for regular glasses or the alligator clip type , for easy removal or replacement , the latter fits any type of eye glass frame . The clip is made of special plastic with a tough , hardened metal spring and soft plastic prongs which protect the eye glass lenses from scratching . When purchasing the opticaid you need to know the focal plane length at which you normally work . I work at between 12" and 14" . This device swings out of the way when not in use and fits safety goggles . This is a great buy for around \$ 20 . I find this more comfortable than the wrap around head band type that I have been using . For a list of distributors , call Edrey Products at 1-800-233-8803 .



Modeler's Lexicon by F.J. Skurka

Editors note: the last issue that the lexicon was in (98-1) had a typo error with "Becket end" Please correct this to "Becket Bend".

Bee : A ring or hoop of metal through which lines are led.

Bees : Such as bowsprit bees , which are hardwood pieces bolted to the outer end of a sailing ships bowsprit through which are rove (end of a rope passed through) the fore top mast stays before they are brought through the bows and secured .

Bee Blocks : Shaped wooden pieces (usually having sheaves) fitted on either side of wooden spars through which lines are led ; (rove).

Becket Block : A block fitted with a Becket or eye to which a rope may be attached .

Before : A seaman's adjective meaning in front of ; between the object described and the front of the vessel . Example: Before the mast , means anywhere between the mast and the very front of the vessel .

Before the mast : A phrase used to describe the position of men who live in the forecastle but a term generally used to mean seamen or crewmen as compared to officers who live in the after part of the ship . In the old days , the crew always lived in the forecastle; today they live in cabins in various parts of the vessel .

Before the wind : A sailing vessel is before the wind , when the wind is blowing from behind and propelling the vessel forward .

Beitass : A wooden spar used on old Viking ships . These vessels had one large square sail which worked best when before the wind . If the ship wanted to sail more diagonal or across the wind , it was necessary to hold the bottom of the sail a bit back in order to catch the wind . The spar which was fitted to the deck, slightly in front of the mast , leading back to the clew or bottom corner of the sail is called the beitass .

Belay : To make fast : to stop or a general order to cease or desist . Also Synonymous with "avast " . To belay : the procedure for securing lines and ropes . Small lines and ropes are secured to cleats and belaying pins . Larger lines are secured to bitts which are large wood or metal posts built into the vessel . On land these are called bollards

LOGISTICAL

Five collectors of antiques have each an old SIB in their possession. Can you find out who owns each of these SIB's?



1. "Viking" was built in Sweden. This SIB is older than both Chris Grey's SIB, which isn't English built, and "Cutty Sark".

2. "Europe" wasn't dated 1910.

3. The oldest of the SIB's was built in Germany. It isn't Jane Stern's SIB, which is 10 years older than the SIB built in Scotland.

4. Mary Wilkins' SIB is called "Endeavour".

5. The Dutch built SIB belongs to Bob Roy. It was built in 1900.

6. John Moore's SIB and "Pasir" were built in the same year.

	SIB	country	year
Passif			
Europe			
Endeavour			
Viking			
Cutty Sark			
England			
Germany			
Holland			
Scotland			
Sweden			
			1890
			1900
			1900
			1910
			1910
			1920

I made a start, you do the rest!



NAME	SIB	country	year

Answer to this grid are the information obtained from the clues. By adding a cross to indicate a surface "on" and an x to show a surface "off", you can fill in all the positions of the gold, thus preventing all but one possibility, which must be the correct one.

A WORKING WINDMILL (WELL, SORT OF...)
by Charles Head

This bottled windmill is likely larger than the type that Cervantes' fabled Don Quixote jested with, but I think I know how he felt. The idea for it seemed neat, but I readily confess the execution was not. I didn't keep a log on this one & doubt there's enough paper to record all the blind alleys I explored or wrong turns I made.

I seem to have an odd fascination with octagonal structures, but one really needs a lathe or milling machine, with an indexing head, to do those proper justice. The working aspect did not turn out as I hoped - I appear to have forgotten some tenets of dynamics. It seemed to take longer & be more difficult than any SIB that I've tried, so far. But, as Alex Bellinger once said, the troublesome ones are the ones that we learn from.

The design is very loosely based on a paper model plan of a windmill that originated in Denmark. The shape seemed suited for a Carlo Rossi brand 1.5 l. wine bottle, with a scale of 1:192 (1/16"=1'). The bottle neck I.d. is 7/8" (2.2 cm.).

Accompanying full-size sketches show how I (finisely) assembled the model & incorporates changes I wish I'd made. The latter would likely correct the working feature problem (of not making the holes - or slots - in the bottle bottom & base quite large enough to allow the push-rod to wobble as the upper & lower cranks rotate. Blading results in the vanes only oscillating in lines of rotation.)

Primary materials were thinly sliced strips of poplar & strips & sheets of styrene plastic. Adhesives included white glue & plastic cement (mek). The structure was first glued & painted, then knifed & sanded apart for assembly in the bottle.

Styrene strips [.020x.040" (.5x1mm)] cover horizontal joints & also sides assembled. A tudor-style decoration on many blank walls is .020x .030" (.5x.75mm) styrene strips. Doors, window shutters the roof, & upper surface of the balcony are cut from V-grooved sheet styrene. The 2-piece balcony utilized .010" (.25mm) thick sheet styrene as a base with .030" (.75mm) thick V-grooved styrene triangular wedges cemented atop. The walls were painted with Floquil brand "Antique White" before applying the styrene. The roof was painted primer gray, but most of the styrene was left natural white.

Initial trials included attempting to use sheet styrene for the walls, but I couldn't join that well enough. The balcony was made over 4 times before finding a workable one. Edges of each wall were hand-shaped in a jig to the 22.5° for each corner. I also explored making gears to power the vanes, but soon gave up that idea.

Photo A shows a cardstock version of the structure I used to check for appearance & scale in the bottle, plus one made of tongue-depressor type craft sticks. The latter was undersize & intended as a form for cementing sheet styrene walls upon (but did not work).

The following was the sequence of assembly in the bottle & is keyed by letters to accompanying photos and numbers to the accompanying full-sized sketch:

Inner base pieces shown in photo E were assembled inside the bottle. The four quadrant pieces were joined with white glue at their tongue-&-groove ends, then affixed to the glass with dots of silicone sealant along the i.d. The 5 flat pieces were placed atop these & the hole in the bottle bottom marked on the center piece. The pieces were removed & the hole drilled. An octagonal inner base piece of the structure, pc. 1 of Fig. 1, was split into 3 pieces and glued atop the central 3 pieces. A dowel was used to align the hole in the middle piece with the one in the bottle bottom & that piece glued atop the circular piece. The remaining 4 pieces were then installed.

The external octagonal stand, pc. 2 of Fig. 1, was affixed under the bottom of the bottle with epoxy, using a dowel to maintain the central hole. The underside of this stand is shown in Photo G, illustrating the operating crank-dowel.

The 3 segments of the 1st floor walls, pcs. 3 of Fig. 1, were glued around pc. 1, followed by 4 segments of the 2nd floor, pcs. 4, and the 2 segments of the balcony, pcs. 5. The bottle was turned on its side on a baseboard & the 8 balcony railings/supports, pcs. 6, glued to the balcony edges & tips of the supports to the wall junctions beneath.

A split 8 hollow octagonal central post, pcs. 7, were joined with 2 styrene rods in horizontal holes on each side, around the dowel push-rod, pc. 8, & wire crank, pc. 9. Pcs. 8 was initially overlong & also sanded along the middle length. This assembly was fitted into the cutout in pc. 1, the dowel marked for cutting & drilling to match the rotting dowel pc. 2a.(also shown in Photo C) then withdrawn & so modified.

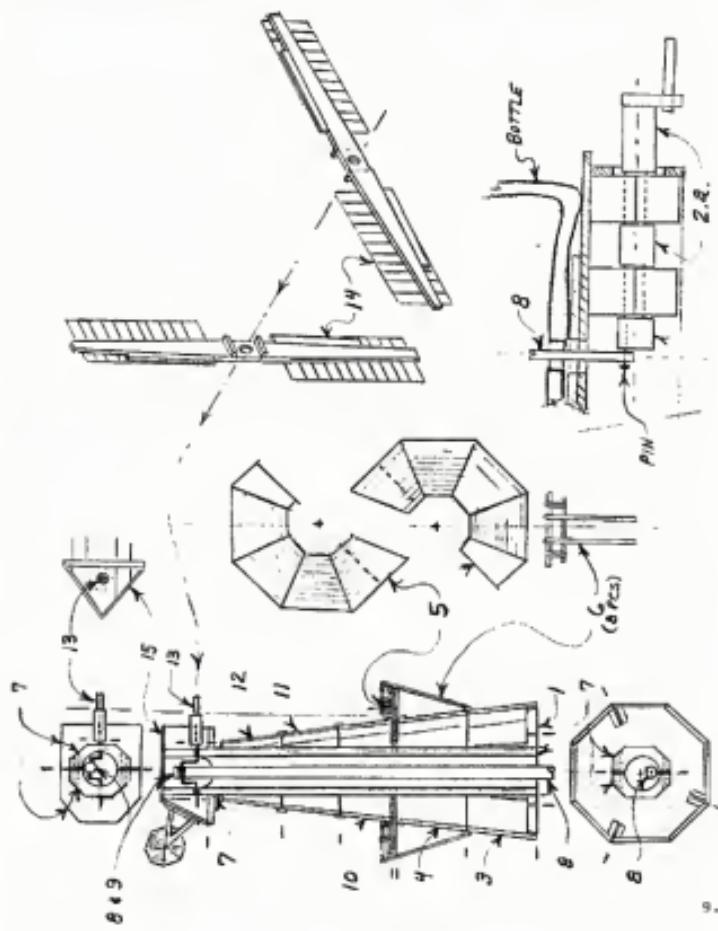
The central post was re-assembled about the push-rod & crank & glued into place & along the side joints. The push-rod was pinned to pc. 2a & operation checked. It seemed to be working fine. This stage is shown in Photo D.

Next, the 3 segments of the 3rd floor, pcs. 10, were glued into place, followed by the 2 segments of the 4th floor, pcs. 11, and 2 segments of the 5th floor, pcs. 12. Installing pcs. 11 & 12 proved difficult due to the overhang of the roof floor on pcs. 7, but were managed with the bottle on its side.

A stepped & drilled dowel, pc. 13, was epoxied onto the projecting end of the wire crank, pc. 9 (which was bent from .032" (.8mm.) dia. spring wire). At this point, I again checked the operation & found it misaligned. At first, I thought the epoxy had joined pc. 13 to the roof floor, but a razor blade could be passed between these. I may have also bent the wire crank to cause the binding & tried to re-position the pinned point below the base. Nothing I tried alleviated the problem.

There were only 3 more pieces to install: the pair of vases, pcs. 14, & the roof assembly with attached turning vane, pc. 15. So, I glued these into place. Pcs. 14 were made of thin wood with scribed parchment paper liners. Pcs. 15 consisted of V-grooved styrene roof segments glued atop a thin wood structure with strip styrene supporting a scribed styrene sheet turning vane.

Such sail-powered structures seem to be distinct to Europe. Smaller ones that I've seen in Spain utilize jib sails. I wish now that I had studied their inner workings...





Above right- Paper mock up and early wood form. Above left- inner base pieces. Below left- underside of external stand. Below right -after installing center post.



Two views of the finished model.



Beautiful work Charles except
you forgot to put Don Quixote
in the bottle.
Maybe next time.





Of the eight new members we welcome aboard in this issue David Crooks, of Clarendon, Ill. and Joseph Register, of Beckley, W. Va. did not mention experience. The next four, Dave Gardner, of Costa Mesa, Ca. Gerald Hartling, of Framingham, Ma., Neille Mengel of Cuyahoga Falls, Oh. and Roland Muise, of Dartmouth, Nova Scotia, Canada, are collectors, and just interested in learning more of this art. John Perone, of Baldwin, New York, has made at least one. And Finally Ross Ewing, of Harrington, New South Wales Australia has been bottling for about 25 years. Welcome aboard ladies and gentlemen and remember, this journal is about you, what you do and how you do it. So please sent in those photos of your work, the hints, tips and articles. Questions, problems, send them in too. We will try to help.

And I missed one Address Change, Harold Weston, 38 Townend Lane, Deepcar, Sheffield, England 536 2Tn. Sorry Harold. The photos below were sent in by Harold. The first is a Colchester passage boat "S.S. Gem (1902)". The second is the "Charles W Morgan" an American Whaler of 1841 both built by Harold Weston.

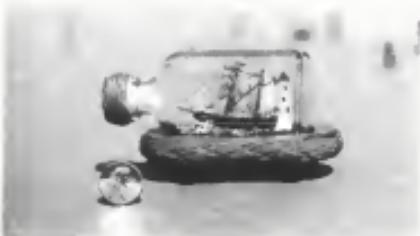




In the last issue (98-4) you saw one of Hans de Haan's photos. Here are two more. The top photo is the Brig "Cherokee" in a small light bulb. The one below that is "Lemster Aak" also in a small light bulb.



Hans also collects pictures of Ships-in-Bottles and has over 1000 of them. He would like some more, so if you have any extras, you can send them to him: Hans de Haan, Grauwe Gans 34 , 4617 RE Bergen op Zoom, Holland.



Russell Nowisy of Seattle, Wa. sent in the photo at left. He built this in Feb. of 1997 in a Valentine's "Nip" bottle.
Beautiful work Russ.
I love the stand.



Alex Cuthbert, of Syracuse, New York sent in the photo below of some of his works " completed at a warm bench during a cold and snowy up-state New York Winter .



Ok. Alex lets see if I can get this right.
The Schooner at left rear has two seagulls off the stern, they are within the bottle. Cut from mail envelopes, using small curved scissors. A thin coat of white carpenters glue adheres them to the glass.

At the rear a diorama with a light house and a ship on the rocks.
On the right a full rigged ship in a "Maig & Maig " dimple bottle.

At right front, another Schooner in a dimple.

At left front a Schooner without gaff top sails, set.

The smaller pieces- A Katch in a forty watt light bulb.

A brig without sails in an automobile tail light bulb.

A lightning Class sail boat in my Flu Vaccine bottle courtesy of my Daughter, a Nurse Practitioner .

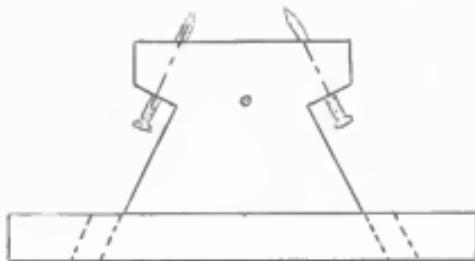
***** WHICH SHIP IS IT? *****

During our yard overhaul, we had a chance of command. The old skipper, after a lengthy speech, turned the command over to our new skipper, and left the ship. The new captain looked the crew over and said, "Let's clear up one thing. This isn't my ship - this isn't your ship - it's our ship!"

A voice from the crew muttered, "Good! Let's sail it!"

Fimley Taylor sent in the humor above

MODELLING STAND.
by Jack W. Youngblut.



Base and pedestal are 3/4" softwood- Basswood or pine.
Pedestal is drilled to accept drywall screws which are turned into a
slightly smaller hole. This wedges the hull of the ship you are
working on. The following photo shows their function.



Modeling Stand (continued)

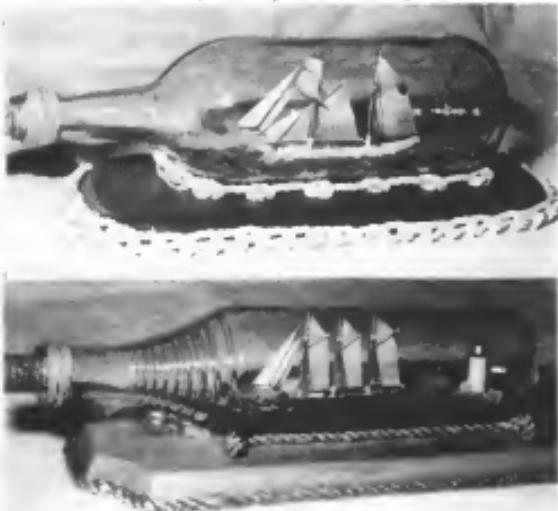
The base is drilled at a large enough angle to accept a philips screw driver.

Threads from the model are placed between masking tape which is labeling telling its purpose and temporarily pinned to the base.

The screws port and starboard side allow you to position model and stand while fitting sails.

While this is a lot different from the "T" working platform, I find it easier while constructing these forms to make your stand to suit the size of your model.

Below are some more photos of Jack's finished works. Unfortunately he neglected to name them, or state the bottle size or type. Still excellent work Jack , Thank you for sending it in.





BOOKS

BY
Francis J. Skurka

Creating Scenes for Military
Miniatures

Ground Work, Foliage and settings
by Kim Jones.

With the increasing number of members adding background and scenery to create action and dioram characteristics to their models, it's become time to review a book on the subject. The schiffer Publishing Co. LTD, 4880 lower valley road, Atglen, Pa. 19310-9717. Publishes books for hobbyists covering a wide variety of subjects. You can obtain a list by writing or calling 610-993-1777 or Fax 610-993-2002.

They publish seven books on modeling and painting military miniatures alone. For those unfamiliar with this very interesting and fascinating subject, the practitioners of this art form, design, create, sculpt and paint all types of military figures from a wide variety of time frames, and place them in various action situations, essentially creating a very accurate and very detailed diorama. Most purchase commercially made castings and convert them to achieve the desired figure, position and uniform that they desire. There are several active groups throughout the United States and there are local, county, state, national and international organizations which often hold competitions and shows.

If you learn of one in your area, I suggest you go to see this work. Figures are about 3" tall, usually in some action situation and are so realistic you'll think they're alive.

This book is a soft covered 8 1/2" x 11" book which shows and explains how to build and construct ground work, foliage and settings. Specifically, in 50 pages, the author explains and shows how to create a bombed out building, various types of plants and shrubs and how to make a folding camp chair.

Shown in close detail, in a step by step sequence, these techniques can be applied to any situation you wish to apply to settings for your ship in a bottle. Printed on heavy glossy paper, the photography is outstanding with over 200 detailed photos, showing the work in progress and the finished product. This book shows the most basic techniques and is the reason it is the subject for this issue's "books".

The author provides a basic tool list which is just about the same tools that we all use. The last six pages, called "The gallery" shows the completed subjects in a finished setting. As far as ships in bottle "settings" or more correctly ship in bottle "dioramas" are concerned, I guess it got started back in the 1960's with the late, great, George Pinter and our prolific editor Ray Handweker. These two gentlemen began a friendly competition as to who could create the most involved, detailed, ship scene or maritime / nautical dioramas with the ships in it as the focal point. They produced some remarkable works of art. At our October Conference in 1989, in St. Michael's Md. George won second place in the competition with his diorama of the Whaler "Viola" fitting out for sea in a half gallon "Haig & Haig" pinch bottle which included 17 tiny figures working on or around the vessel, with figures in the warehouse windows. This spectacular work took 650 hours to create and was documented and photographed in issue 1989, vol 7 No. 2 on pages 9-12.

I bought the book from Edward R. Hamilton Bookseller, Falls Village, Ct. 06031-5000 for \$12.



Notes From The Membership Chairman

by Don Hubbard

Hey everybody - check the envelope that this newsletter arrived in, and if there is a 1/99 following your name your annual \$20.00 dues are due. I would appreciate it if you would pay promptly so that I can process most of the checks at the same time and can avoid sending reminder cards. Also, you won't miss the next issue, and that itself is a benefit.

That said, I don't know how many of you watch the Antique Road Show on Public Broadcasting television, but on a recent show someone came in with a ship-in-a-bottle for appraisal. Whoever did the appraisal expounded a bit about the history of bottled ships and very confidently stated that the art had originated "in the Orient around 1780 to 1790." Sadly I was not able to get the name of this dealer to query him and find out where he obtained his information, but since this show is subject to frequent repeating how about all of you watching for this episode. If you do see it, please try to get the name of the appraiser and the company (and city) where he works. You can either contact him yourself and get the information for us, or let me know (P.O. Box 180550, Coronado, CA 92178 or E-mail hubbarddenig@aol.com) and I will contact him. If you can't get the dealers name, try to find out what city was host to the show and I will contact the producer. Just as a matter of information the model shown was in a Hing & Hing Pinch bottle dating from about 1920. The appraiser estimated its worth at between \$800 and \$900. I think that's fair.

Had a note from long-time member Bob Frederick. He mentions that he is currently working on SIB #156, and that some have been made in shadow boxes. I have a wonderful WWII Navy Torpedo Bomber (Grumman TBF) that Bob gave me some time ago. It is one of my treasured possessions. I nearly sent it to President George Bush who flew and had to bail out of one of these birds during WWII. Unfortunately, it was the President or me, and I wanted the model enough to give him a mental thumbs down.

Steve Wilson builds radio controlled aircraft in addition to SIB. He has been keeping busy at the former and has an order for three from the government. He also has another pending order for one to be shipped to Oregon. Not much time left for bottled ships, but at least he is thinking about us and rejoined the association.

I am noticing a greatly increased use of the internet for SIB correspondence. So far at least five members have become members by sending queries to me by E-mail. If you have not yet given E-mail and the internet a try and you have a computer, give it a try, or find someone who is "on-line" and see how it works. It beats snail mail by a mile.

I have been intrigued by half-models for years and there is a nice collection in the San Diego Maritime Museum (mostly tuna boats). I have just completed a model of a Maine lobster boat which measures just a little over 4 inches, and I have a companion model of the whole boat getting ready for the bottle. I am using a segmented hull (sift down the center lengthwise) so that the finished model will better fill the bottle. Hope to have photos for you in the next issue. If you should be interested in half-models order a copy of *Half-Half Modeling* by David King. It is put out by the Maine Maritime Museum and can be obtained from Model Ship Builder Magazine for \$7.50 plus postage.

Bob Tieus, our sailing ship-bottler sent his dues check with a note from Richards Bay, South Africa. He and his wife had a great sail across the Indian Ocean to the current port where they are in the middle of a major refit. From Richards Bay they will be sailing north to Madagascar, then Kenya, India and back to Chagos once again. Despite all the activity he is in the middle of building a bottled model of *TEMARU*, a clipper ship. Somehow, despite the meandering life he is still able to receive *Bottle Shipwright*, and he is on the internet through a complex maze using the services of a short wave operator. We have corresponded about clipper ship sails using E-mail, so there it is again.

I had a couple of nice E-mails from Bob Evans who has recently been promoted to a Navy Chief warrant Officer/W-2. He has been checking into the online auction at www.ebay.com, and after typing in "ships in bottles" on their search engine they came up with a model of "Great Republic" in a dimple bottle that came from Robin Hoods Bay, England (Labisour?) and tiny two masted schooner in a tiny dimple bottle from "Ships in Miniature" York, England. Both were so cheap that they were almost give-aways. He also discovered a copy of my *Ship-in-a-Bottle* book, first edition, for \$9.00.

I want to thank all of you who send in your dues and enclose small notes of appreciation for the volunteers who keep the Association going and who produce the newsletter. It is time consuming (especially for Ray Handwerker, our editor), so it is gratifying to see that many of you recognize how labor intensive it is.

Can anyone identify the builder of the model below or provide some information concerning its origin? Alex Bellinger received a letter from a Mr. Doug Doughty of Saginaw, Michigan, who owns the model, asking for information. The bottle is marked C&B&Co. on the bottom and IMPERIAL across the top. Mr. Doughty has located a similar model (similar stand) in John Ronald's collection in Kennebunkport, ME. The stands seem to be the key and suggest an Asian background, but the model(s) might have had the stands made some time after the original building. If you have any suggestions please write me (see address above in paragraph 2), or send your information to Mr. Doughty at 2687 Chapel Dr. East, Saginaw, MI 48603. Thanks!

Don Hubbard



THE LUGGER



NEXT to the galleon there is probably no old-time vessel which appears to appeal more strongly to the popular imagination than does the lugger.

Nearly everyone is familiar with the quotation from the time-honoured melodrama uttered in a stage whisper, "Once aboard the pirate lugger and the girl is ours!" For the lugger has been long associated in fancy and in fact as well with piracy, smuggling, and deeds of violence.

With their lug-sails flattened like boards, these craft not only out-peaked but out-sailed the lumbering revenue cutters set to the task of catching them, with as little chance as the proverbial snowball in the infernal regions. So much so that by an English statute the beam of luggers was so regulated that it was a crime to build or operate one of too narrow dimensions. And as a necessary corollary, armed luggers

were introduced into the custom's service on the principle of setting a thief to catch a thief. A chart published as early as 1586 shows a two-masted vessel with what appears to be a lug-sail forward equipped with vangs and a boom, a bowsprit, a spritsail, and a lateen stritten sheeted to an outrigger.

Luggers are also mentioned by many of the writers of the 16th and 17th centuries. An early picture of a lugger (1794) shows a three-masted craft with lug topsails on the fore and main carried upon topmasts erected behind their respective masts.

There are two theories advanced for the origin of the lug-sail, some claiming that it is a lateen sail bent at its forward apex, while others contend that it was derived from the square sail, the yard of which, at its point of juncture with the mast, being fastened at a point approximately one third of its distance from one end instead of at the middle. As the sail was in vogue in both southern and northern waters, both claims may be correct.

The luggers before the days of steam navigation were the furnishers of the fleets anchored in bad weather in the Downs and other harbours of the Charnel ports. They were also great wreckers and slavers. It is believable that from their exorbitant charges for these services they easily earned an unenviable reputation as pirates to which their associated trade in contraband contributed not a little.

From *THE BOOK OF OLD SHIPS* by Henry B. Calver
Illustrations by Gordon Grant
Copyright 1924, Doubleday, Doran & Co.

LOGISTICAL

Five collectors of antiques have each an old SIB in their possession. Can you find out who owns each of these SIB's?



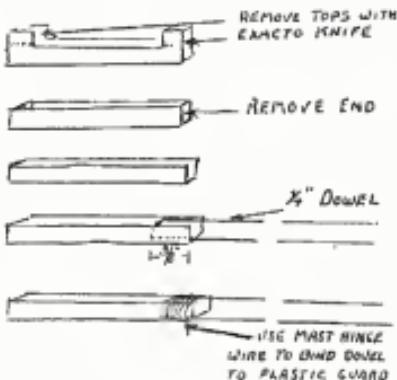
1. "Viking" was built in Sweden. This SIB is older than both Chris Grey's SIB, which isn't English built, and "Cutty Sark".
2. "Europe" wasn't dated 1910.
3. The oldest of the SIB's was built in Germany. It isn't Jane Stern's SIB, which is 10 years older than the SIB built in Scotland.
4. Mary Wilkins' SIB is called "Endeavour".
5. The Dutch built SIB belongs to Bob Roy. It was built in 1900.
6. John Moore's SIB and "Pamir" were built in the same year.

	SIB	country	year										
name	Pamir	Europe	Endeavour	Cutty Sark	England	Germany	Holland	Scotland	Sweden	1890	1900	1910	1920
John Moore	X	X	X	X	X	X	X	X	X	X	X	X	X
Chris Grey	X	X	X	X	X	X	X	X	X	X	X	X	X
Mary Wilkins	X	X	X	X	X	X	X	X	X	X	X	X	X
Bob Roy	X	X	X	X	X	X	X	X	X	X	X	X	X
Jane Stern	X	X	X	X	X	X	X	X	X	X	X	X	X
1890	X	X	X	X	X	X	X	X	X	X	X	X	X
1900	X	X	X	X	X	X	X	X	X	X	X	X	X
1900	X	X	X	X	X	X	X	X	X	X	X	X	X
1910	X	X	X	X	X	X	X	X	X	X	X	X	X
1920	X	X	X	X	X	X	X	X	X	X	X	X	X
country	England	X	X	X	X	X	X	X	X	X	X	X	X
	Germany	X	X	X	X	X	X	X	X	X	X	X	X
	Holland	X	X	X	X	X	X	X	X	X	X	X	X
	Scotland	X	X	X	X	X	X	X	X	X	X	X	X
	Sweden	X	X	X	X	X	X	X	X	X	X	X	X

Remember that grid all the information obtained from the clues, and use it to deduce a definite "yes" and an "X" for a definite "no". You have to fill in the grid in a logical and sensible way, which won't be the correct one.

name	SIB	country	year
J. Moore	Viking	Sweden	1900
Chris Grey	Europe	Scotland	1920
M. Wilkins	Endeavour	Germany	1890
Bob Roy	Pamir	Holland	1900
J. Stern	Cutty Sark	England	1910

I WOULD LIKE TO SHARE WITH MEMBERS,
A TOOL THAT WILL AID IN DEPOSITING
GLUE TO THE BASE OF A BOTTLE IN
A CLEAN AND ACCURATE MANNER.
USING A BIC SINGLE BLADE SHAVER GUARD



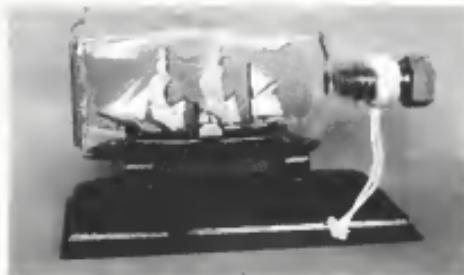
FILL THE SPACE WITH GLUE AND THE LEAD
CAN BE DUMPED PRECISELY, WITHOUT MESS,
GOING IN AND COMING OUT OF THE BOTTLE.
WASH CLEAN AFTER USE FOR A LASTING TOOL.

SINCERELY
Alex Cathbert
4873 AVERNOACA RD
SYRACUSE, NY 13215

FROM JAPAN.



The Preussen, built by E. Adachi 1997.



The Black Ship (Seaukehana built by T. Maruyama 1997.



The Pharaoh Sahure's Ship built by H. Shimafuji 1997.

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SIB Review Page (http://www.juno.com/jep/sib.htm)
SIB Review Page (http://www.juno.com/jep/sib.htm)

Ralph's Propaganda Sheets
http://www.songs.com/~hit_the_bottle.html

The Ship Bottlers



No. 64 1998

To Readers of "THE SHIP BOTTLES"

My name is Kenzaburou Matsa and I am a member of The Japanese Share-in-Bottle Association. The pictures of our works are on a Japanese organ entitled "THE SHIP BOTTLES" (Vol. 56 photo II upside, Vol. 61 page 3 downsize). SIB Associations in foreign countries have homepage by internet, but we don't have a homepage yet. We are planning to establish our homepage this summer.

Please tell me your IP-URL by E-mail. If you use internet or have homepage on SIB. We would like to provide the members in Japan to get information on SIB. My E-mail address is :

kenzabou@mai4.jaist.ac.jp
Kenzaburou Matsa



DEATH BECOMES THE GHOST **TWO PART VIDEO** **\$19.95**
(THE GLORY & THE SHAME) **80 minutes total** **1997 RELEASE** **March 1997** **Grade 4 Production** **Winner, TELLY AWARDS, 1997**

Winner TELLY Award, 1997 Executive Producer, Eric Campbell Associate Producer, Patrick Whiston Director/Editor, Jason Dunnington A Grade 4 Production

"Death Becomes The Ghost" Part I "THE GLORY"

The US Navy Cruisers were sent to safety across the WWII. All served courageously, but only one was given the opportunity to be fighting in a classic, close combat naval engagement. After depleting fuel and ammunition on the Java Sea Battle, the Houston and Pacific ran into a second Japanese Battle Fleet. Only one option remained - sacrifice. As the Houston's crew knew, a nuclear option of "Mutual assured destruction" had been ruled out by the US Navy. "I have one round left and by God, I'm using it!" He was never seen again. Soldiers in the water, now out of water, the ship was listing, but survivors floated with lights from the enemy ships. "Danish Courage" - "I am bound to the ship still, following gravity to the bottom or it receives me water and漳死!" - About one third of the crew survived the sinking.



"Death Becomes The Ghost" Part II "THE SHAME"

Survivors of U.S.S. Houston and Pacific were sent to pay dearly for the privilege of life. Those that did not pay the costly price of freedom to the enemy or master, were sent assigned to slave labor to build the even Horrific Buna rubber railway. This is the gritty, stark, horrific tale in the movie "The Bridge On The River Kwai". Joining these men were U.S. Army troops of the 12th in field artillery, French National Guard, who were captured when their ship fell. Thousands of other Allied POW's and hundreds of thousands of citizens were all pressed into slave labor for the construction of the railroad. Death and disease were rampant. They were also enforcement agents of Americans bombing raids on the railroad. It might be a better place. Yet, some survived, and they tell the story, but their experiences in camp will understand the sacrifice. The stories of their return home are both revealing and touch the soul of compassion. The movie ends with a note of optimism for the future. These are indeed special people.

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BOTTLESHIP



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The Association is a non-profit making organisation of approximately 170 Members who produce their own magazine, 'Bottleshop', four times a year. It is for circulation solely within the membership and is strictly not for resale.

Current subscription rates are (per annum) - £12 U.K., £13 rest of the world, \$20 U.S.A. and Canada.

MEMBERSHIP is granted to all persons.

For further information, please write to the **MEMBERSHIP SECRETARY**
to whom Membership fees should be sent.

Pat Labistour, * Seascope*, King Street, Robin Hood's Bay
North Yorkshire Y022 4SH -tel. 01497 880512
Sterling Cheques or Foreign paper currency only, please.

HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of *Bottle Shipwright* and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light-colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. One way to *minimize* these is to take your picture *outdoors* on an overcast day. Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABASTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his know-how methods have been published in a **BOOK** which is now reprinted as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottle, from Beginner to Advanced. A4 format, 164 pages, 27 photos, 10 plans & line drawings, full colour cover! Price £20 surface, £30 airmail.

MAKING SHIPS IN BOTTLES

Now available in USA compatible **VIDEO**, Leon and his wife Patricia take the would-be ship in bottle maker easily and painlessly into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent final model! There are specific tips for the more experienced, too! Price £30 surface, £55 airmail.

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We now have a COMPLETE index of all past Bottle Shipwright's thanks to the untiring efforts of Seul Bobroff. Don Hubbard has agreed to reprint them and have them three hole punched so they will fit in a loose leaf notebook. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$2.50 to Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178 to cover the cost of mailing. Overseas members sent \$4.50.

There are still a few copies of the 10th Anniversary cover, that was painted by the late George Pinter, available and suitable for framing. (Mine looks great framed) Carolyn Pinter could use a little help. Cost is still \$25. including shipping and handling. Send check made out to her at 5 Marjorie Dr. Halifax, Ms. 02338.

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Old friend and long time member C.L. Don Bradley sent in the photo (above) "A taste o' the Cat" A wee sailor about to feel the lash, his shirt and tarred mat on deck at his feet. (below) the big 4 poster "Peking" in a 3 in 1 oil bottle he found at a flea market. The model is 2" long. Thanks Don.

